

REGIONAL TRANSPORTATION AUTHORITY

Central Area Distribution System

**Approved by the
Planning Committee
on August 25, 1987**

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• *Walter Buzot, Adviser to Brazil's recommended President "Plan Unifying the Country" - examining foreign markets.*

• *The multi-national market of the world has opened to Brazil since its separation from Portugal, presenting new opportunities of the Brazilian market.*

• *An organized distribution system is necessary to overcome the Chile market history, which in 1970, and after the following central bank, is still a fundamental element in the Chile and African systems.*

• *Traditionally in Chile, the consumer risk and the accordingly have related with the Chilean market, which is now becoming only and with the opportunity to the Chilean market.*

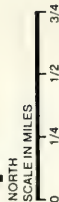
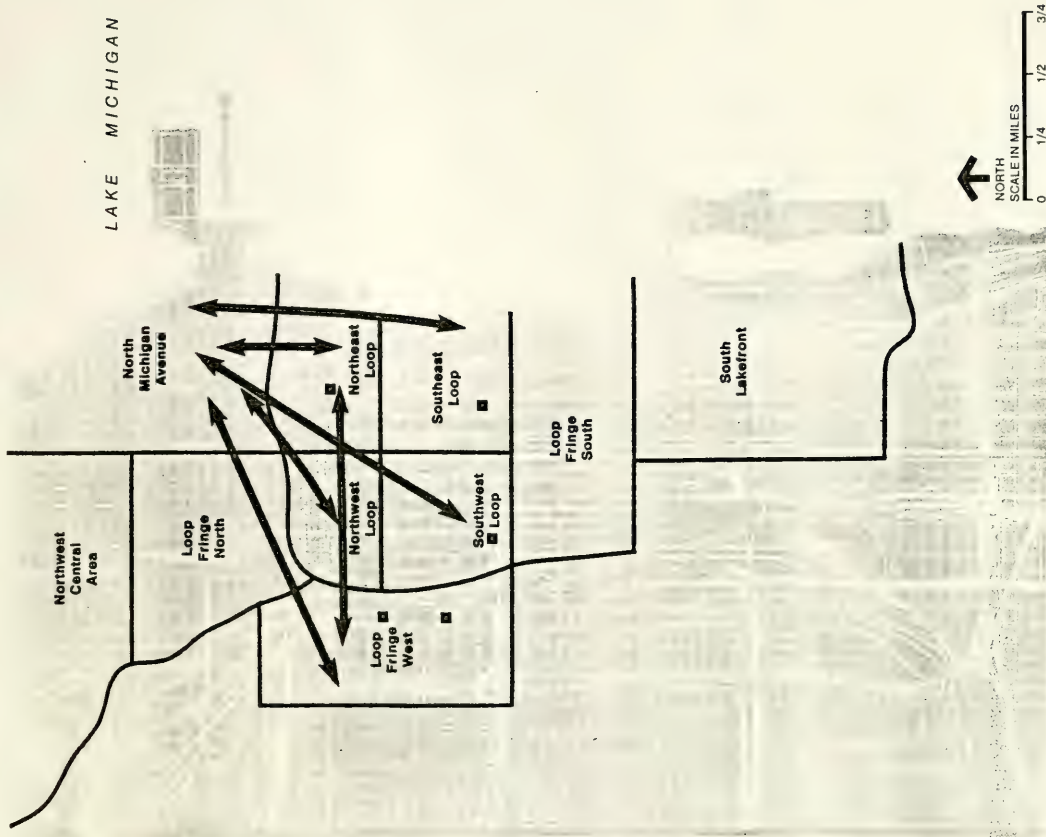
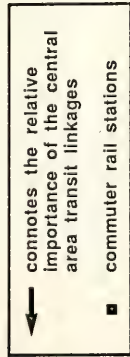
• *Walter Buzot's participation in Chile at the Chilean market, which is now becoming only and with the opportunity to the Chilean market.*

MARKET PERSPECTIVE

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- RTA's Booz, Allen & Hamilton's recommended Strategic Plan identified the Chicago CBD as transit's largest market.
- The CBD-oriented market is the most important to transit since it represents the highest market penetration and largest proportion of the transit market.
- An improved distribution system is necessary to maintain the CBD market share, continue growth in future, and serve the expanding central area; it is a fundamental element of the current CTA and Metra systems.
- Historically in this area commuter rail and the automobile have traded gains and losses in this important transit market. A new system may not only be an opportunity, but an imperative to avoid market loss.
- 93% of Metra's passengers board or exit at the CBD stations, and over half over the rapid rail system riders are CBD bound.

Transit Travel Patterns



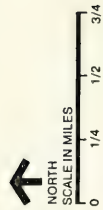
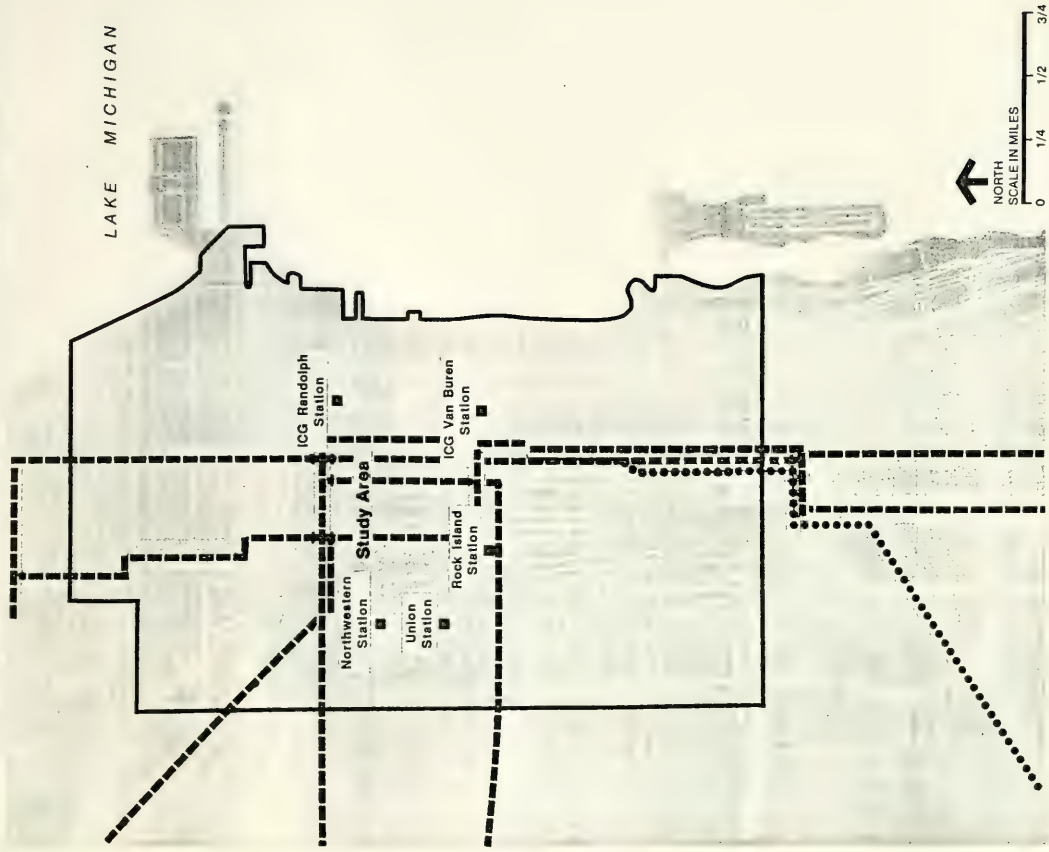
STUDY AREA

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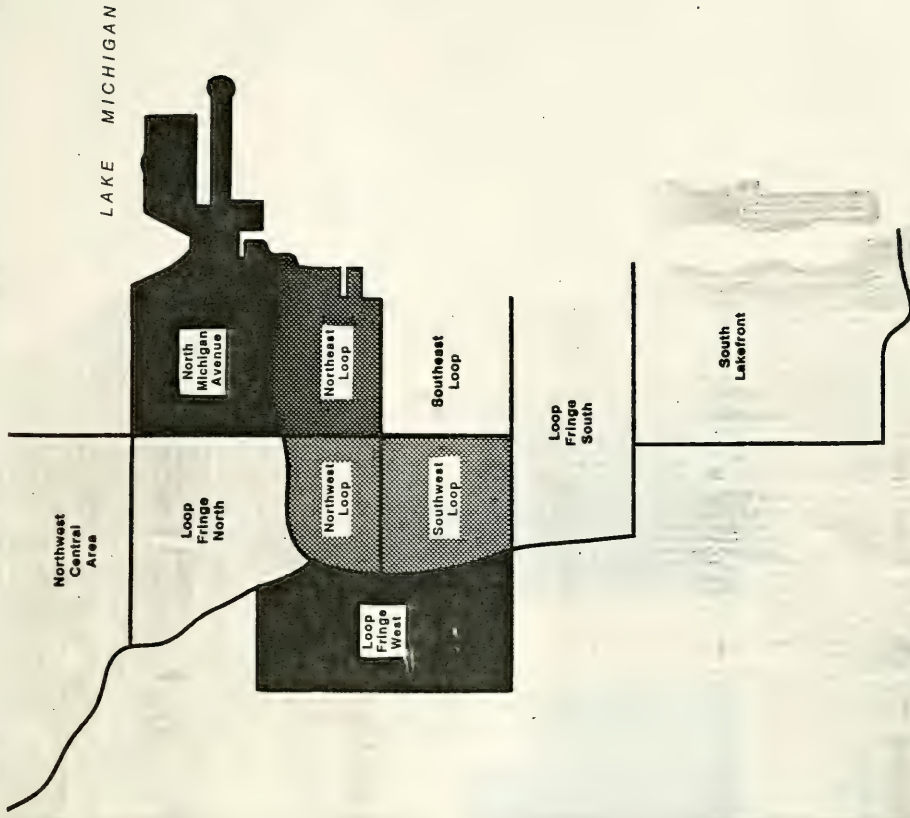
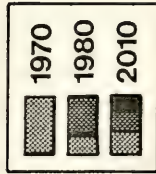
- As the CBD expands in size, trips within this market are expected to increase 31% by the year 2010.
- Projected growth of this market will increase on-street congestion (already close to grid-lock) making local bus service both a very slow distribution option (operating at speeds of 5 to 7 mph) and not capable of providing sufficient capacity.
- The rapid rail network will continue to serve a portion of travel demand but does not effectively serve the North Michigan Avenue area and the Northeast loop and Southeast loop area.
- Improvements and continued adjustments to the existing transit systems will not be adequate to meet existing and future needs of this area.
- An inadequate transit system in this area in the future will lead to greater congestion and render this area less desirable as a place to grow businesses. Thus the area will be inhibited from realizing its full potential.
- Downtown transit improvements should focus on areas where actual and projected transit needs are the greatest.

Downtown Transit Distribution Study Area

- Study Area Border
- - - CTA Rapid Transit
- CTA R.T. (Southwest Line - Under Construction)



Study of CBD Employment Areas Greater Than 50,000 (1970, 1980, 2010)

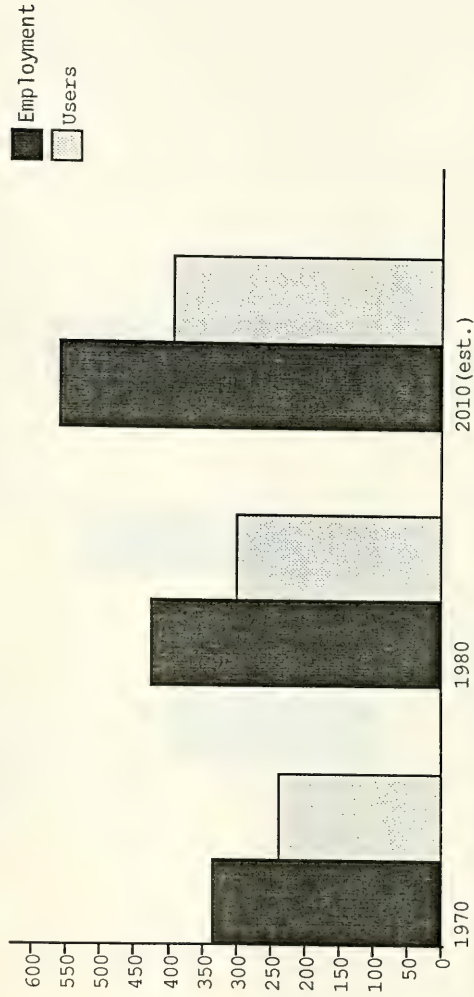


Regional Transportation Authority

Growth In Central Area Employment and Work Trips on Transit 1970, 1980, 2010

Total Employment and Employees
Utilizing Transit
(000's)

<u>Year</u>	<u>Employment</u>	<u>Transit Users</u>
1970	338	239
1980	428	301
2010 (estimated)	563	395



Employment: 27% increase 1970 - 1980
32% increase 1980 - 2010
135,000 additional jobs 1980 - 2010

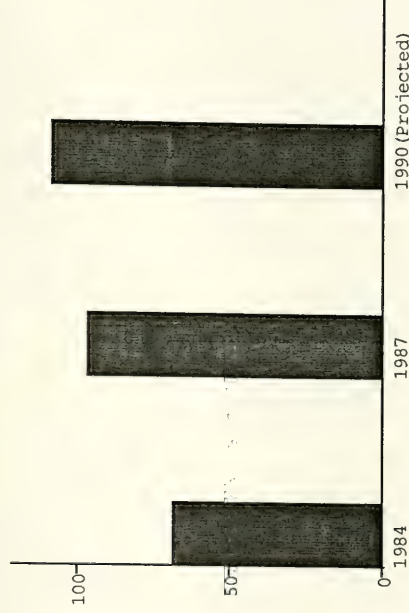
Transit Usage: 26% increase 1970 - 1980
31% increase 1980 - 2010
94,000 additional users 1980 - 2010

Growth In Central Area Office Space

Leaseable Office Space
(in Square Feet)*

<u>Year</u>	<u>Area Constructed</u>
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1984	69M
1987	97M
1990 (projected)	109M



41% increase between 1984 and 1987 (3 years)
58% increase between 1984 and 1990 (6 years)

* Largely concentrated in CBD and adjacent areas. 1990 total is comprised of 1987 total plus 11.5M that is planned or under construction.

MANAGEMENT APPROACH

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The RTA, in conjunction with the CTA and Metra and Pace, the City & other agencies & groups, will work through the Metropolitan Planning Council who will in turn:

- Conduct an impartial, objective review of system alternatives.
- Develop a public/private coalition for a system consensus.
- Define the most effective and feasible plan for:
 - construction
 - operation
 - financing
- Define concurrent or follow-up feasibility studies and engineering refinements needed for plan implementation.

Metropolitan Planning Council

PURPOSE:

A civic group formed to represent the public interest and promote citizen involvement in planning issues within Metropolitan Chicago.

HISTORY:

- introduced to public in 1934
- advocates comprehensive regional planning; proposed creation of NIPC
- proposed federal legislation that led to urban redevelopment efforts in 1950's and 1960's
- initiated 1978 Task Force on Future of Illinois
- first proposed in 1965 concept of the RTA
- lobbied for and was successful in shaping RTA legislation

BOARD:

Board of Governors, the policy-making body for the Council, includes business representatives, professionals, academics and others interested in urban issues.

FUNDING:

- Corporate and individual memberships
- foundation grants for specific projects

TYPICAL RECENT PROJECTS:

- Proposed criteria and process for selection of new stadium sites
- Created the Regional Partnership, a coalition of civic and government groups dedicated to improving the Chicago area, published State of the Region report
- Published the first analysis of infrastructure condition and financing needs in the region, spurring the Build Illinois program

PROPOSED ORGANIZATIONAL CHART FOR THE CENTRAL AREA DISTRIBUTION SYSTEM STUDY

<u>POLICY GROUP</u>	<u>TECHNICAL GROUP</u>	<u>ADVISORY GROUP</u>
RTA	Staff of Individual	County Boards
City of Chicago	Policy Group Members	Planning Groups
CTA	IDOT	League of Women Voters
Metra	UMTA	Civic Groups
Chicago Central Area Committee	Pace	Commercial Club
Chicago Development Council	CATS	
Chicago Association of Commerce & Industry	NIPC	
	Greater State Street Council	
	Greater Michigan Avenue Association	

STUDY PRODUCTS

- Policy, Technical and Advisory Groups agreement on a proposed downtown distribution system.
- Recommendations for additional engineering, location, and other related technical studies.
- Details of system selection and definition of future requirements.
- Review of Riverbank proposal.
- Briefing materials for decisions and studies.
- Briefing materials for business community, public agencies, civic organizations and press.
- Definition of actions needed to support implementation and financing.



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